

RECEIVED  
CENTRAL FAX CENTER

AUG 29 2006

Application No. 10/634,918  
Reply to Office Action  
August 29, 2006REMARKS

By this amendment, claim 31 has been canceled, and claims 28 and 29 have been amended. Support for the amendments to the claims is found, *inter alia*, in the last paragraph on page 17 of the specification, the first paragraph on page 38, and the last paragraph on page 43, as well as in Figs. 29 and 30, and in claim 29. Claims 28-30 are presented for further examination.

The rejection of claims 29-31 under 35 U.S.C. §112, second paragraph, is believed obviated by the foregoing amendments.

The rejections under 35 U.S.C. §103(a) of claims 28, 30 and 31 over Tenney, US 3,612,014 in view of Doragrip, US 5,201,288, and of claim 29 over Tenney, Doragrip and Iwai, US 4,075,985 are respectfully traversed with respect to the amended claims.

Tenney shows scavenging passages 30 provided at the side of the cylinder with one end of the passage being connected to the top of the separated crankcase. In contrast thereto, the scavenging passage of the present invention is formed inside a wall in each of the front and rear crankcase portions, and the outlet of the scavenging passage is provided at the side of the crankcase at a right angle to a crankshaft. This claimed structure forms a disk valve with the crank web. Tenney does not disclose or suggest the claimed structure of the scavenging passage outlet at the side of the crankcase. Further, Tenney discloses suction passages 21 and 45 which feed a fuel/air mixture, while the claimed structure of the present invention introduces only air through the scavenging passage.

Neither Doragrip or Iwai compensates for the deficiencies of Tenney. The crankcases of Doragrip and Iwai are each a single piece, which is completely different from the separated crankcase of the present invention. Consequently, neither Doragrip nor Iwai can achieve the effects of the present invention which include standardizing and reducing the number of dies for casting a crankcase and also reducing the manufacturing cost and processes. In particular, Iwai shows a passage 17 which can serve as an air supply chamber, but the crankcase

Application No. 10/634,918  
Reply to Office Action  
August 29, 2006

is not separated at the separating plane, and therefore it is impossible to place the air supply chamber to correspond to the crankcase separating plane such that each of the branching air passages and each of the scavenging passages can be arranged symmetrically. Thus, even if an attempt were to be made to combine the features of Tenney, Doragrip and Iwai, the result would not correspond to the presently claimed invention, and thus, the combination of these references fails to make out a proper, *prima facie* case of obviousness. Accordingly, reconsideration and withdrawal of the rejections are respectfully requested.

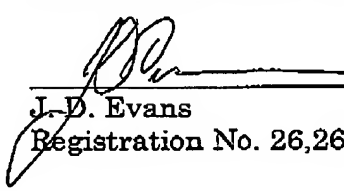
In view of the foregoing amendments and remarks, the application is respectfully submitted to be in condition for allowance, and prompt, favorable action thereon is earnestly solicited.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned at (202) 624-2845 would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #037083.48851D4).

Respectfully submitted,

August 29, 2006

  
J. D. Evans  
Registration No. 26,269

CROWELL & MORING LLP  
Intellectual Property Group  
P.O. Box 14300  
Washington, DC 20044-4300  
Telephone No.: (202) 624-2500  
Facsimile No.: (202) 628-8844  
JDE:moi